

Official and Classified ADVERTISEMENTS

Continued from Page 15

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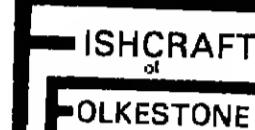
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PUBLIC NOTICE

NOTICE TO MARINERS

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Fishing news

No. 3851

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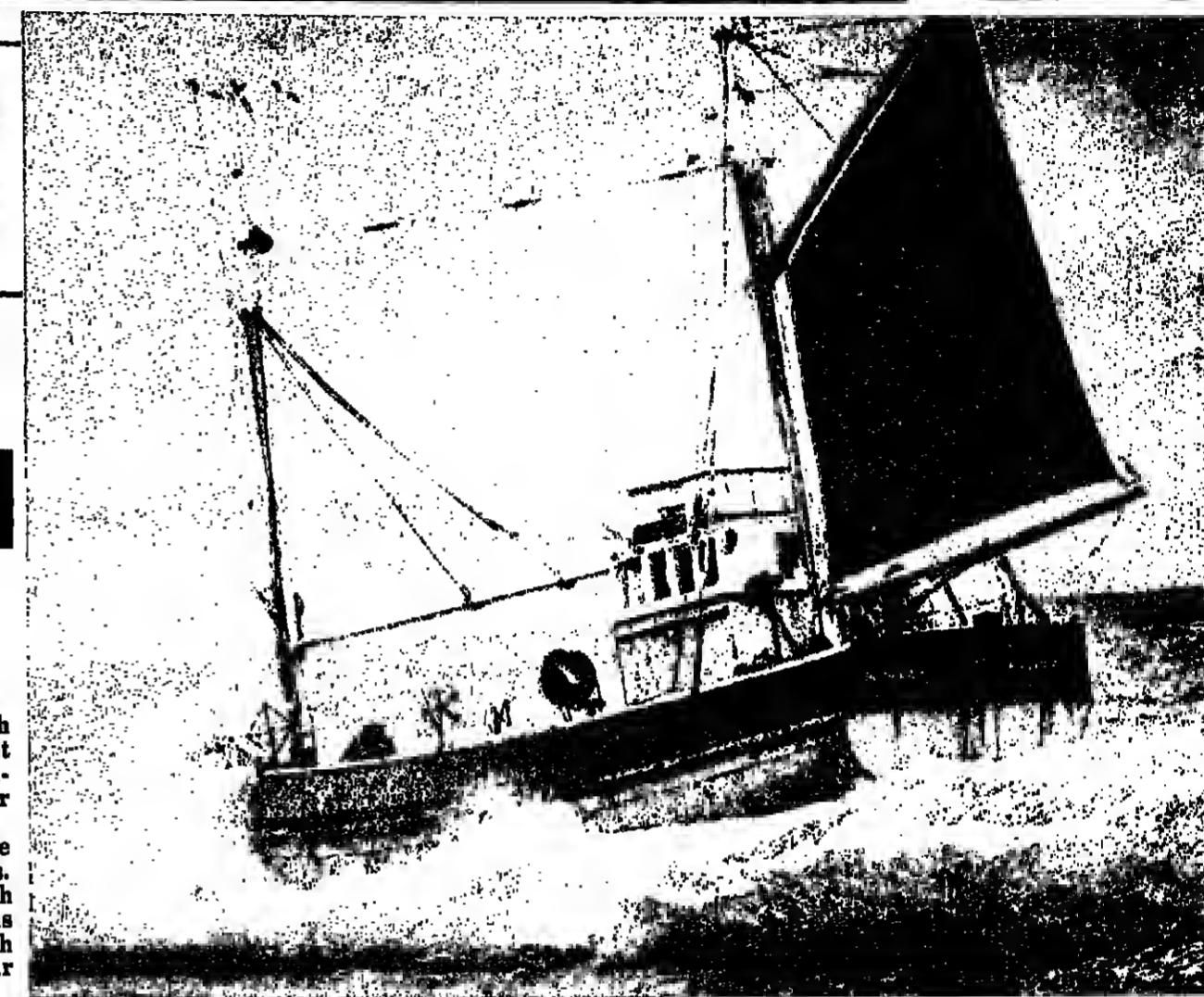
15p

32-page special

MOVING into choppy waters off the Wolf Rock is the Penzance-registered *Heather Armada* on a mackerel line fishing trip.

The attraction of the mackerel for boats from the north has brought big problems for the small Devon and Cornish line boats. In this special issue of *Fishing News* we focus on the south-west's fishing industry, starting page 11.

£116,000 -new world record trip



THE BIG Icelandic stern trawler *Ogri*, which broke the UK earnings record at Grimsby last November with £98,540 from 2,672 kts, claimed a new world record for a wet fish trawler last week.

Landing in Germany on October 18, the vessel grossed a giant £116,000 from 4,300 kts.

Last year *Ogri* snatched her UK record with a superb catch of cod and haddock, but she is claiming her world record from a massive catch of coly and redfish. These are both popular species on the continent.

SILKIN SLAMS EEC'S POLICY



THE GOVERNMENT is considering a unilateral ban on pout fishing off north-east Scotland. This is a result of the failure of EEC Agricultural Ministers in Luxembourg to agree an extension on the ban currently in force.

The ban is aimed at preventing by-catches of immature haddock and whiting. Mr. Bruce Millan, secretary for Scotland, said in Luxembourg on Tuesday, that there was little doubt that the ban would go on.

The European Commission had considered that extending the ban until the end of the year, but this was only supported by Britain and Ireland.

The delegation led by David Atchison and Gilbert Buchan, the Federation's president, spent two days lobbying Government ministers and European MPs.

Referring to the EEC quota proposals in the House of Commons on Wednesday, Mr. Silkin said that they do not reflect the losses of fishing opportunities which some countries have sustained as a result of third country limit extensions.

Mr. Silkin went on: "The United Kingdom welcomes the Commission's reliance on the scientific advice from the International Council for the Exploration of the Sea in fixing the total allowable catches. I have no objection to that."

"We must have a sensible quota if we are to help fishing dealers who are in difficulties," he said. "I have discussed the management situation for next year with

Mr. Milen and have agreed that urgent discussion will have to take place with the industry as a whole and particularly with my PO's".

Mr. Austin Laing, chief executive of the Scottish Fishing Federation, described the proposed quota share-out as a "severe step backwards" on previous proposals. Britain was contributing 60 per cent of fish resources to the Community pool and getting back no more than 21.6 per cent, he said.

The only success from the meeting for Britain was agreement that the North Sea herring ban should go on until the end of the year. There may be some small exceptions to the herring ban and these will be discussed at a meeting next month.

Minister of Agriculture and Fisheries, John Silkin, made it clear that proposals for revision of the Common policy were completely unacceptable to him.

Mr. Silkin said: "The British fisherman's quota would leave him with a big deficit on his present catch and a 12-mile limit would not give British fishermen enough stocks to sustain their industry."

"We must have a sensible quota if we are to help fishing dealers who are in difficulties," he said. "I have discussed the management situation for next year with

Shell is catching

Shell marinas are as much a part of the sea as these kiosks.

British oil trawlers rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's technology is capable of.

With so much at stake, it pays to stick with Shell.



Fish lab man on German krill voyage

ANDREW MILLS (34), a senior scientific officer at Hull's Humberside Laboratory for Fish Technology, is going on a krill fishing trip.

He is expected to be the only British observer aboard the West German research trawler *Walter Herwig* when she leaves Buenos Aires for the Antarctic to investigate how best to use this shrimp-like crustacean.

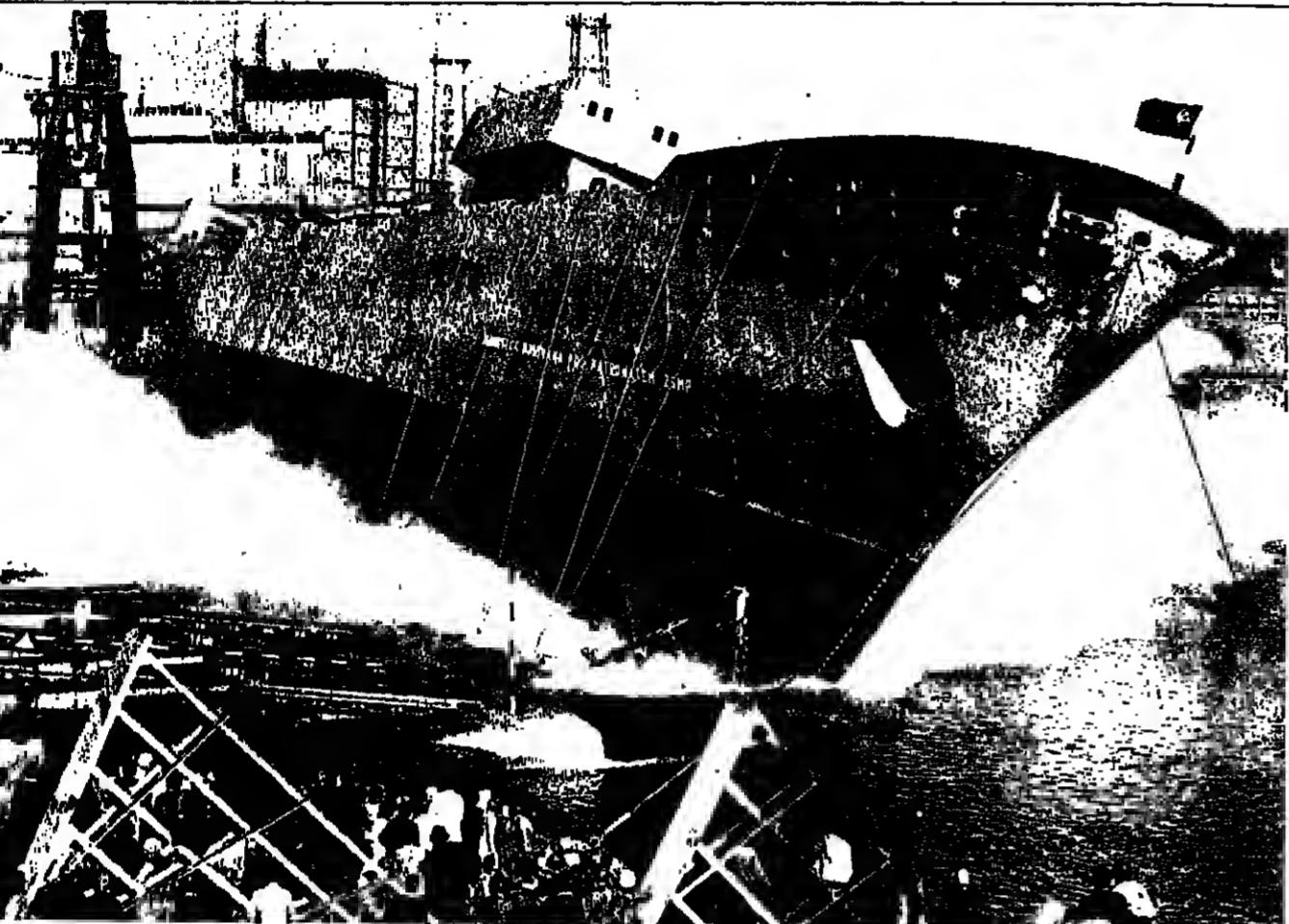
Mr. Mills remarked that krill is one of the last unexploited marine resource and it is thought that up to 100 million tons a year could be taken.

The Russians and Japanese, he said, had done a lot of research on krill in the past ten years.

The trip by the West German research ship is designed to find out how best to use krill which has an average length of 2in. Also being tested will be an American machine which can peel krill. Cooked krill which could then be used as soup.

Mr. Mills added that he is going with the Germans because it was felt that Britain should keep an eye on the development of new processes.

He expected to be away eight or nine weeks and be back on Humberside in time for Christmas.



Above: *Sprut* — prototype of a 3,550 ton factory ship — being launched for Russia earlier this month. Meanwhile the British deepsea fleet is contracting.

Russia still buys giant ships

LOWESTOFT'S fleet has been boosted by three recently been working in the Fleetwood area.

Another arrival to work from the port — this time from Grimsby — is the steel stern fisher *Mohave*. Owned by the Delta Fishing Co. Ltd. of Grimsby, it is expected that she will be managed at Lowestoft at *Corina*.

The 21-ton steel-built and

former Continental vessel has recently been working in the Fleetwood area.

For most countries the era of new ships over 150ft. long is now dead. But the Poles have just launched the widened stern slip and a prototype of a 150ft. long 3-

400 series ship for Russia at Gdansk.

The B-400 prototype —

named *Sprut* — is a factory

anywhere' factory ship despite 200-mile limits chopping down their operating areas.

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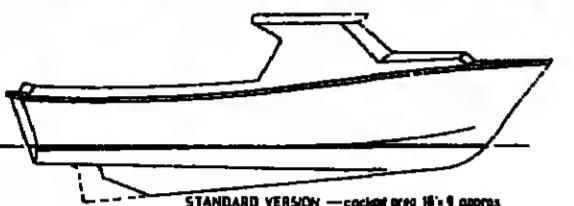
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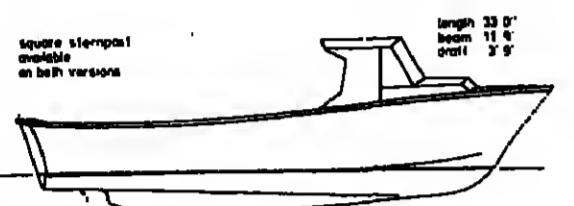
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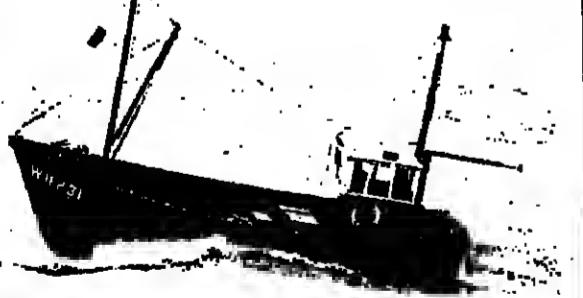
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Grimsby's six-point survival plan

IN AN EFFORT to boost the flagging fortunes of the fishing industry at Grimsby, vessel owners, fish merchants and union officials have joined with Grimsby Borough Council and the town's MP, Austin Mitchell, to draw up a six-point plan for survival.

After the meeting last week, details of the plan were despatched to MAFF and the UK delegation to the Common Fisheries Policy.

5) Long-term reciprocal agreements with Norway, north and south of 62° latitude.

6) Special treatment under the CFP for communities with a dependence on fishing (for which Grimsby feels it stands out alone as the major CFP).

2) The introduction of adequate and effective conservation measures.

3) The insistence of an adequate share for the UK of resources in EEC waters (bearing in mind the UK already contributes 60% of these).

4) An exclusively controlled UK fishing zone up to 50 miles.

5) Long-term reciprocal agreements with Norway, north and south of 62° latitude.

6) Special treatment under the CFP for communities with a dependence on fishing (for which Grimsby feels it stands out alone as the major CFP).

The Grimsby plan comprises the following:

1) An end to the uncertainty of waiting for the new CFP.

2) The meeting, chaired by the Mayor of Grimsby, will reconvene shortly to discuss the Icelandic situation.

OBITUARY

FUNERAL services for Fleetwood skippers, Jack Pickles and Charles Barnes, were held last week.

Skipper Pickles, 82, was cremated after a service in his home at Knott End. He was taken ill while in command of the trawler, London Town.

A helicopter flew him to Coleraine Hospital in Northern Ireland, but he died later.

Skipper Pickles, Lowestoft born, had sailed out of Fleetwood for more than 30 years.

The second service was held for Skipper Barnes, aged 64. He gained his skipper's ticket at the age of 21 and sailed for most of his career with the Masons company.

Skipper James Arthur Nees, 65, of Hull, died in Aberdeen Royal Infirmary last weekend.

He started trawling with Mar & Son about 25 years ago and stayed with the company, except for a short period sailing out of North Shields with Ranger Alex.

He had been working with North Sea oil rig support vessels and his ship put into Lerwick, Shetland, because of his illness.

BRIAN SAYNOR (63) of Westbourne Avenue, Hull, manager of Hull Fishing Vessel Owners' Trading Company, died on Sunday in Hull Kingston General Hospital.

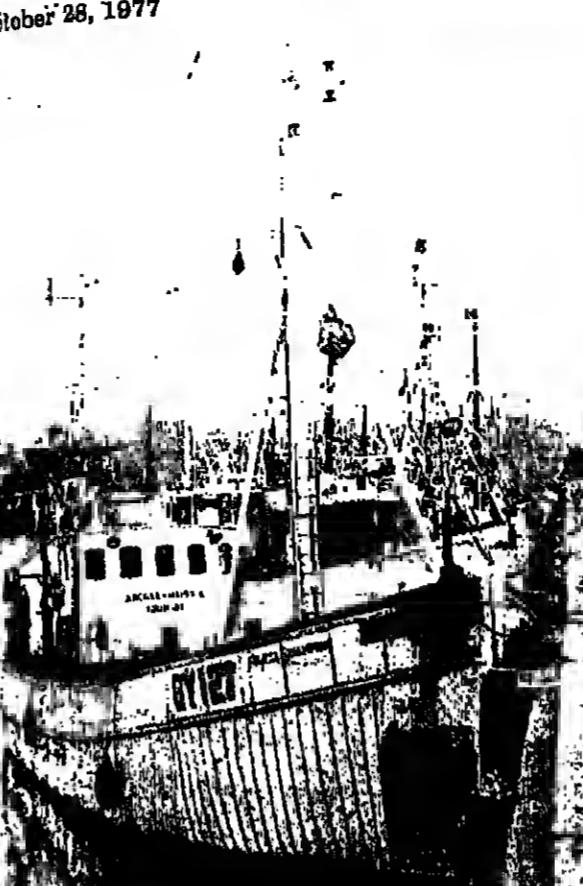
He had been manager of the store, compass and liferaft department since January this year and was previously senior compass adjuster. His long association with the local fishing industry began almost 40 years ago when he joined the compass department as a junior.

The British Transport conditions to pick up the men.

A spokesman for the Arconic Fishing Co. told *Fishing News* he was unable to comment on the circumstances leading up to the sinking pending the outcome of an inquiry into the collision.

Meanwhile, divers have already been down to examine the wooden seiner which is reported to have been "cut in two" by the impact of colliding with the Hull trawler Falstaff, in dense fog early on October 18.

The three-man crew of Arconic Champion was rescued last week, but not until the mtoe of Falstaff. Johnny Goldstone, had dived overboard and swam to the trawler's "Z" boat which he then rowed in difficult tidal



Arconic Champion 'cut in half' by the collision with Falstaff. Now she is a danger to navigation in the main Hull shipping road.

OUTCRY OVER KENT PORT'S PRICES

SEVERE drops in prices on Folkestone fish market in Kent have led to an outcry amongst local skippers who feel that they are not keeping up with price levels at other ports.

Codding — now being landed in quantity — has gone for less than £2 a stone in some

cases and there appears to be little sign of any immediate improvement.

Skipper Alan Griggs said: "It's just not worth putting your fish on the slab to get more buyers to Folkestone or alternatively, to organise transport and take the fish elsewhere."

The question of prices on the open auction is being referred to the recently-formed Folkestone Fishermen's Association.

Secretary Frank Hancock commented: "The row over the price of codding has really brought to a head the dissatisfaction felt for a long time about the market here."

"We are currently looking into the whole question of selling our fish; in the long term it is possible that we shall by-pass the auction here entirely."

Apart from a few local retailers, there are at present only two buyers of fish in quantity at Folkestone.

Gear pay-out mounts

OVER £40,000 has now been paid from the United Kingdom Offshore Operator's Association fund which covers damage to fishing gear by oil-related debris laid by unidentified companies.

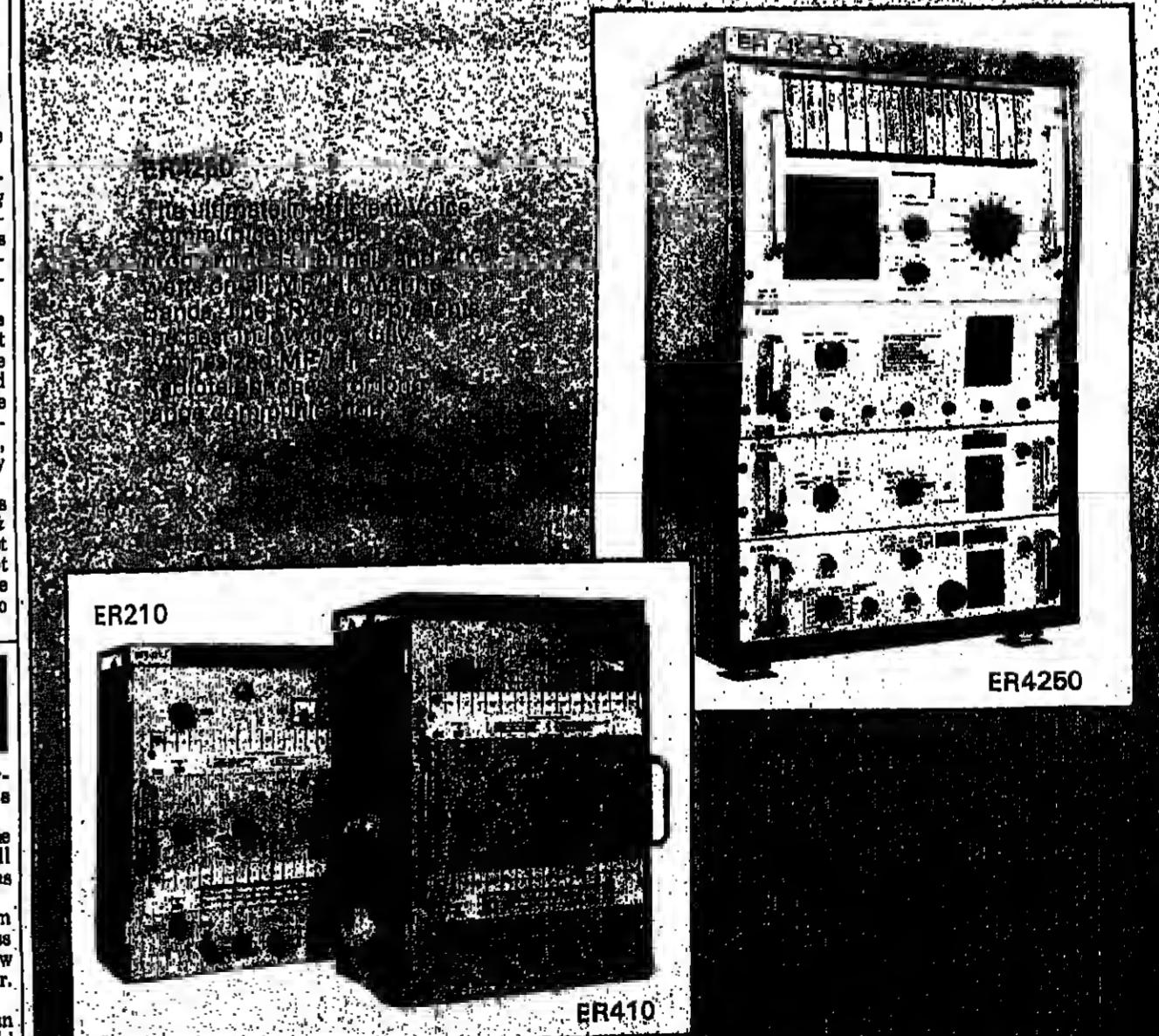
The problems created by oil-related debris was further considered at the 11th meeting of the Fishermen and Offshore Oil Consultative Group in Aberdeen on Wednesday last week.

The association undertook to consider the fishermen's request for a fresh injection of £200 per case for payments for additional hardship suffered as a result of damage to gear.

A progress report on Norwegian research on the effect of impact by trawl gear on pipelines was given. The group was also told about improvements in the buoying of suspended well-heads which were currently being carried out, including the introduction of a register of buoys marking suspended well-heads.

Safety zone arrangements were also discussed.

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FAST RESCUE

A CORNISH fisherman and his small boat were saved last week by crewmen from three east coast boats in the area for the mackerel season.

The 16ft. Olive Eileen, on a trip from Penzance to Newlyn skippered by Eric Phillips of Portstewart, was being swept to rocks near Penzance harbour.

The skippers were sent up and the skippers and crews of the three trawlers which were used by the men who knew how to use it, added Mr. Sims.

"We were in the dock when the rockets went off", said Skipper Lincoln, "and we grabbed the equipment from the boats."

"It was a very co-ordinated effort."

"The ladders to get him up the wall were suddenly there. Everything was brought by the people without being told," said Hugh Sims, Penzance manager for Boston Deep Sea Fisheries Ltd., who was also

jumped aboard the boat and

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FN 28/10

Gill nets to fish a wreck

THERE ARE several wrecks near here which, according to rod and line anglers, harbour plenty of cod and pollack.

"We are considering whether it would pay us to ast gill nets over and around them.

"It would help if we knew what sort of gill nets are used for wreck fishing, and how they are rigged and worked."

■ Primary requirement for successful wreck fishing is the ability to locate wrecks without waste of time and ascertain whether there are fish nearby.

If the wrecks in your area are only a few miles offshore and you can pin-point their positions by transits of shore marks, you can possibly detect fish by echo sounder and decide if it is worthwhile setting your nets around them.

If the wrecks are well offshore and you can't fix their position by transits of shore marks, you will not only need a Decca Navigator to

find your way to their approximate position but a sonar to discover their precise whereabouts.

As a sonar can also be used for detecting fish, to enable you to set your nets where you want and, later to discover whether there are fish in them, a sonar is essential equipment for wreck fishing out of sight of land. It is also preferable to an echo sounder.

For successful wreck fishing wrecks must not be situated where tides run strongly, except perhaps during spring tides.

The Danes who pioneered

procedures regard wreck gill netting as a method to be used well offshore and not in coastal waters where tides run strongly. They employ gill nets mostly from at least 40 miles up to 100 miles from the coast, in the middle of the North Sea, where tidal currents are slack.

If you are confident of finding the wrecks in your area and you follow the information above, you should successfully be able to work gill nets around the wrecks.

Danish practice is to use sonar to locate a wreck and discover whether cod are around it. If they are, the Danes set between five and twenty nets in small fleets either side of it and sometimes directly over it, the direction in which they are set being determined by the tidal current.

Sonars are used to ascertain their precise distance from the wreck when shooting, and later to estimate what quantity of fish are in the nets before hauling.

If you decide to follow this method it would be best to use tangle nets specially designed and constructed for wreck fishing instead of conventional gill nets.

Tangle nets are available from Gollop Trawls Net Factory at Millgreen, Lyme Regis, Dorset, in several different sizes so you could experiment with small, inexpensive nets at first and, if trials prove rewarding, get larger ones later.

Soft spline fills a gap

TWO YEARS AGO I bought a 60ft. wooden (oak on oak) sloop in Scottish waters.

You must not use boat-operated gill or drift nets; electrical appliances; explosives; gaffs or spears; and you may not snigger or snatch salmon or use salmon roe as bait when fishing with rod and line.

More details can be gained from a copy of Salmon Fisheries of Scotland, a work recently produced by the Association of Scottish District Salmon Fishery Boards.

"Can you suggest an alternative method of caulking them?"

A good method is to insert soft wood splines into the

splines should be

shaped and

framed within which the

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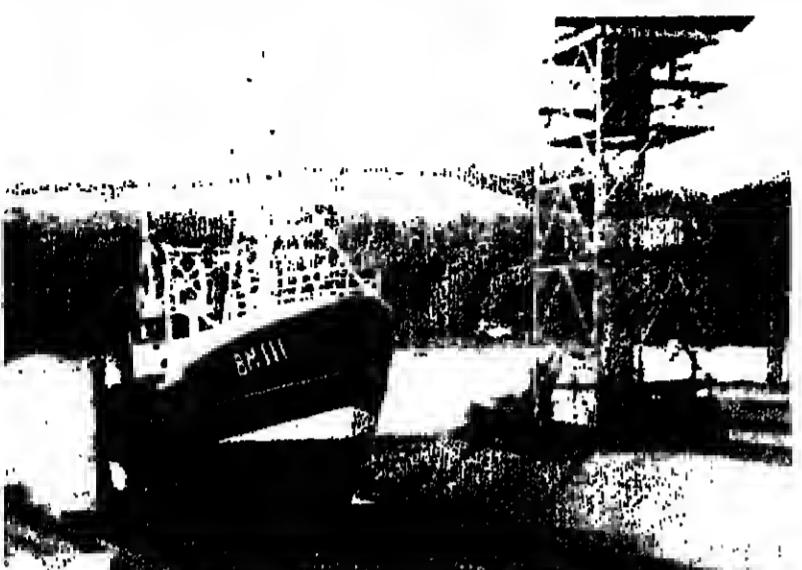
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LOOKING SOUTH-WEST

A review of fishing in Devon and Cornwall

Mackerel on quota

STRICT QUOTA controls are to be imposed on the south-west mackerel fishery. A limit of 3½-tons per day for each crew member is expected to be announced shortly.

Reaction to these proposals — put by Ministry officials at a meeting with industry representatives last week — has been mixed. Many south-west fishermen see this as an opportunity to get rid of what they term 'the Scottish purse seine scourge'.

There is no doubt that, if these quotas are strictly enforced, they could jeopardise the operations of the purse seine fleet. With an average crew of 11-men, a purser would be restricted to a total daily catch of 38½-tons when previously they have been averaging 100-120 tons.

The only room for movement seen by the purse seiners in the regulations is that they will be allowed to land fish on a 'roll-up' basis, which means they could land three days' quota in a single day. This, say some skippers, would be worth doing if there are enough pilchards around to keep them going on the other days.

Whether the south-west has

seen the last of the purse seiners remains to be seen.

The expected introduction of quotas has been stimulated by the early indications of a massive onslaught on the mackerel. Even when the first regulations for mackerel were brought in last month the Ministry admitted it had no idea what the UK catch would be this year.

While the visiting wet fish

trawlers and freezers will be

able to fish profitably within the new regulations, there are new problems for them on the horizon. Both the Devon and Cornwall Sea Fisheries Committees have made a joint call for a ban on all vessels over 80ft. inside six miles.

To safeguard their own

Below: Flowing Tide low in the water as she makes Milbay Dock, Plymouth, on Tuesday this week. Already along the docksides are the big-setters Chris Andre and Quo Vadis.

members, the committees suggest that the ban should not include existing named boats over 80ft. which are already registered in the south-west and have been fishing for mackerel for at least three years.

If such a move should succeed, it would virtually mean the whole mackerel fishery moving into local hands; nearly all the mackerel has been between the three and six mile lines.

There are some people in the south-west who feel that a ban on large vessels inside six miles might not be the answer. They point out that it was only at the time of heavy fishing by Russian trawlers that the bulk of the fish moved inshore. Now with the Russians gone the shoals could well move back out again.

While the mainstream of criticism at the purse seiners has come from local interests, many Scots believe their operations have been undermined by Humberside trawling companies.

Trawler owners were ready to convert to purse seining until they found out that they did not have enough expertise for the job. Since then trawler owners have continued to snipe at the purse seiners purely because they are more efficient fishing units, claim Scottish skippers.

While a lot of criticism was directed against the pursers for 'slipping' fish, their crews maintain that the guilty ones are the big trawlers.

Trawlers with a freezing capacity of 40-50 tons a day taking average shots of 100-tons do not wait for 48 hours before the catch has been processed. Trawlers 48-hours old would make useless frozen blocks. This is why the big trawlers are guilty when it comes to 'slipping' dead fish.

If quality is to be the criteria in landing fish, then there is nothing to beat the purse seiners fitted with RSW tanks, say the Scots.

The controversy which seems to continually rage around the mackerel tends to obscure the progress being



SKIPPER SETS UP FISH FIRM

A FISH selling firm recently been joined by the Paterhaad-registered trawler *Persevere*. The firm was recently been joined by the Paterhaad-registered trawler *Persevere*.

Expand

Although the firm was only set up a year ago with offices in Brixham and Plymouth, things are beginning to expand. At Lockyer's Quay, Plymouth, a new place of ground has just been leased and two German

machines will be installed.

The main supplier for Pescoso Fisheries Ltd, which John Day still owns, and she has been supplied to French

Mission

Former auctioneer on the Brixham fish market, Roger Dalay is general manager of Pescoso Fisheries. He was visiting Spain last month on a fish sailing mission organised by the White Fish Authority.

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SPIDER CRABS

Continued from p 15

crebs live to France and Spain.

From all accounts spider crebs are very abundant in many parts of the south and south-west coasts. They move close inshore during the summer and congregate in certain bays where they can be easily caught in ordinary crab pots.

Daily landings of 2,000 to 3,000 lb. are usual from 300 pots during the peak fishing period of May and June. Total landings this year are expected to reach over 500 tonnes with a first sale value of round £200,000.

A lucrative new market seems to have been organised and the future potential of this new fishery, which occurs at a time when catches of common crebs are low, is considerable.

There are still problems, however. At present the supply of spider crebs exceeds demand, which is controlled by the frequency with which the well-boats or refrigerated lorries visit ports.

Mortality

The crebs have to be sorted by fisherman in large net bags until collected and these are not always easy to handle. Some mortality often occurs.

Full expansion of this fishery will, therefore, depend on setting up a regular and reliable export trade with fishermen supplying the size and quantity of crebs required for the different overseas markets.

Little is known about the biology and life-cycle of spider crebs in English

watara. A research project now being undertaken by staff from the Fisheries Laboratory at Burnham-on-Crouch, Essex, is aimed at monitoring the development of this new fishery and to assess whether or not conservation measures are required to protect the spider crab stocks.

The programme has only been under way since March this year but, already, a considerable amount of new information has been collected.

Studies have included observations on the size range of spider crebs caught in different areas of the English Channel and on their life cycle. Many of the observations were made at sea with commercial fishing boats and local fishermen have cooperated fully in the new research programme.

In addition, in July this year 1,000 spider crebs caught in Blybury Bay, just east of Plymouth, were each marked with a yellow plastic disc attached to the claw and released close inshore. Future recordings will add to our knowledge of the migrations of these crebs.

Studies this summer have indicated that spider crebs are extremely abundant in some bays. Certain areas are heavily populated that lobstermen and trawler skippers have to avoid these grounds.

It is believed that these crebs come inshore during May and remain in the shallow bays of south-west England until about August, when they move offshore into

the deeper water and disperse.

The tagging experiment carried out this summer will add to our knowledge of this creb's migratory habits.

Fishermen are requested to return tags found on spider crebs to any MAFF fishery office. A reward of £1 will be paid for each tag returned with details of the position and date of recapture.

Spider crebs, like all other crustaceans, undergo molts to increase in size. Present information suggests that in *Maia squinado* there is a final molt when sexual maturity is reached and, after this, no further growth takes place.

Most spider crebs taken in the English Channel are mature animals and have undergone this terminal molt. Very few small juvenile spider crebs are ever taken in pots and it appears that the concentrations of spider crebs in our inshore waters are mainly composed of adult crebs which have moved into the shallow waters for breeding.

Females carry eggs at a very small size (110mm carapace length). As with the common crebs, the eggs are held on the underside of the abdomen for a period of six to seven months.

Most of the female crebs examined this summer in the Devon area were egg-bearing; the eggs were laid in March but in September many showed signs of hatching. Each female carries about 100,000 to 150,000 eggs and the larvae are abundant in the plankton in September, the main period for hatching.

Life-cycle

It is not possible to age spider crebs accurately. A crab of 120mm carapace length and weighing 550g could be about four to five years of age. It is suspected that this crab does not have a long life span.

Although it is not yet known when the crebs die, it is believed that very few individuals live for more than two or three years after the terminal molt, so the life-cycle is probably around five to six years. This is far shorter than the common crab which can live for 10 to 20 years.

Several trawler skippers have reported taking large numbers of spider crebs in their trawls. There is a "moulting mound" formed by an aggregation of spider crebs which move together to molt en masse.

The mounds consist of soft-shelled females surrounded by hard-shelled males which protect and later copulate with them. Divers have reported seeing mounds of spider crebs one metre across and 1.5 metres high with between 80 and 100 crebs in each mound.

Conservation

The spider crab is not carnivorous and soft-shelled spider crebs are not eaten by their own species, as is sometimes the case with lobsters and common crebs.

It is believed that this unusual behaviour pattern has developed because the size and shape of the crebs makes it difficult for them to hide in cracks and crevices in rocks, which is where they breed.

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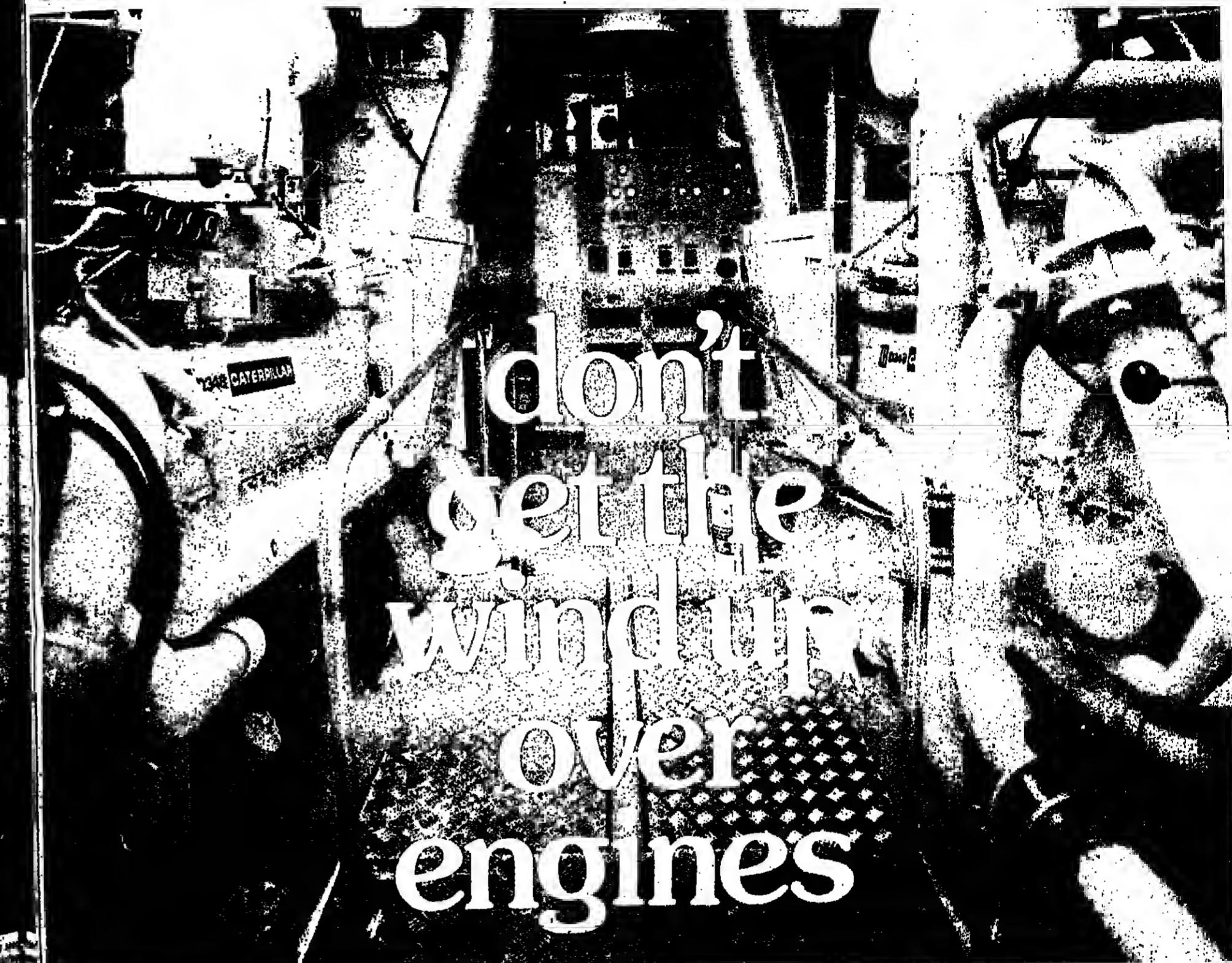
October 11, 1977

October 28, 1977

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FISHING NEWS

When the Beaufort scale's at 9



After being collected from net bags, Plymouth. The day (above) the spider crebs are held in tanks having deck tanks to await the markets (top). to keep crebs live for the Below: A Vivier lorry loading crebs at Spain.

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Company set up to build lobster holding tanks

A BRISTOL firm has designed a self-contained storage system which can hold lobsters for over three months.

Traditionally, lobster fisherman stockpile catches in store boxes floating in the sea. This keeps the fish alive — but often only just.

Apart from the risk to the fish and the poor condition in which they may be landed, there is also the inconveniences of having to go out to the boxes when merchants call for supplies.

But now, using the set-up designed by Shellfish Systems, lobsters can be kept in a store or garage until the market price is right.

The system uses artificial sea water made up from chemicals. This is contained in a reservoir from which it is circulated through the storage tanks by means of an electric pump.

The system is arranged so

that the water is oxygenated during the flow which helps to keep down bacteria. Waste products are removed by a filter.

A cooling unit is incorporated into the system. By keeping the water temperature down, more lobsters can be kept in a given volume of water and the lobsters stay in better condition.

The whole installation is designed for reliable operation from a household elec-

trical supply and, in the event of a power failure, the storage tanks drain into the reservoir which allows the lobsters to survive for 24 hours or more provided they are kept cool.

Price of a system to hold 200 lb. of lobsters is around £1,000 and the tanks are designed in a modular form so that they can easily be extended at a later date. The standard 200 lb. system has two holding tanks and a third can be added.

If a clean sea water supply is available the system can be adapted to run on this. No

refrigeration is required and the system would work out considerably cheaper.

Shellfish Systems has installed a large storage system at Billingsgate for Minch Wholesalers Ltd. There are six holding tanks allowing for around 600 lb. of lobsters to be held at one time.

Minch reports that sales of lobsters have increased by over 50 per cent since the system was installed and customers are very impressed by the condition of the lobsters.

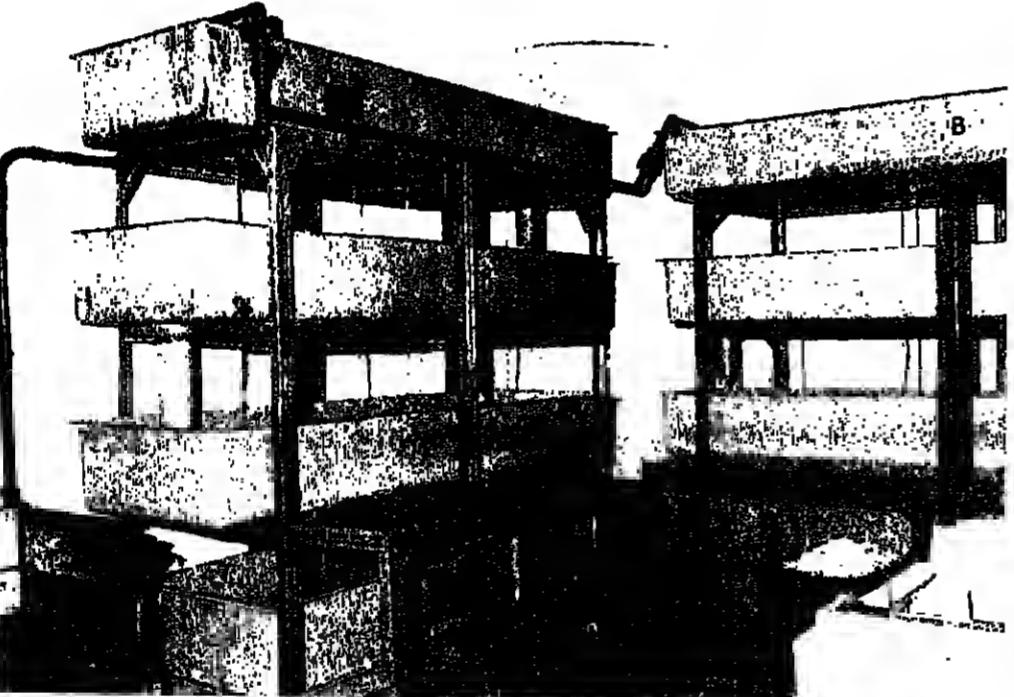
One big advantage of keeping lobsters this way is that there is no loss of body fluids from the fish, so there is around a 15 per cent increase in weight compared with a lobster which has dried out.

As lobsters sell by weight, this can make a considerable difference to profits.

Lobster storage systems could make a big difference to the lobster fishing industry, particularly in some of the remote areas where lobsters seem to be more plentiful. They could help to rationalise an industry which until now has been very fragmented.

The systems are suited to crayfish, oysters, prawns and most other types of sea water shellfish.

Shellfish Systems is also marketing a display system for restaurant use designed to increase the demand for shellfish.



Above: Lobster storage system at Billingsgate has three storage tanks and a reservoir below.



Above: Minch Wholesalers finds that lobsters taken straight from the storage tanks are in fine condition.

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DEVON MEN EYE EXPORT MARKET

SOUTH DEVON Shellfishermen Ltd. has appointed a sub-committee to look into exporting catches. The move follows a week-long visit to Spain last month by members of the society on an export mission.

Crab boat skippers Terry Ekers and Ken Richards, plus salesman Denis Jones of merchants Jones and Austin, found Spain was wide open for exports of shellfish.

The Spaniards are willing and enthusiastic to import British fish and spider crabs — and there are high hopes that the common crab could become popular.

Even the locally-named fiddler (velvet) crab — almost universally ignored in the UK — is in demand.

Now, the society is pressing on to set up live storage facilities and organise finance for an export venture. One setback for the society has been that Torbay Council turned down a planning application to build storage tanks.

Another site will have to be found, but the society's leader, Tom Jones, said holding facilities for up to 50 tons would be required. It is hoped the White Fish Authority would stump up a grant towards building the tanks.

"During the early days we would depend on customers coming to us with their own live transport", said Mr. Jones. "But we're well aware of the potential".

The three society members saw holding tanks at Bilbao fish market and at Arenys de Mar, north of Barcelona. The tanks at Bilbao held lobsters and spider crabs but, when visited, were almost empty. The local market has two main days of the week when mostly shellfish is sold.

At Arenys de Mar crawfish caught off West Africa were being held along with spider crabs, although the ponds were again almost empty for maintenance.

The firm running these tanks encourages the locals to drive in and select live shellfish from the ponds. These are then weighed, packed and paid for.

The tour, organised by the White Fish Authority, was largely to meet Spanish merchants and many were

there for the south-west man.

The two skippers agreed that, if the 80 members of the society based from Plymouth to Exmouth did not stick together on exporting, they would set up their own individual tanks. The extra

prices would make the van-

ture pay.

Skippers Richards has already been in contact with Shellfish Systems (see page 18), to investigate putting tanks in a dockside store.

Turn to page 32



Trevee Cove Boat

LOA 16'8", BOA 8'0", OOA 1'8".

Designed by Gary Mitchell.



Trevee DS 26

Designed by Denis Swire, F.R.I.N.A. C.Eng.



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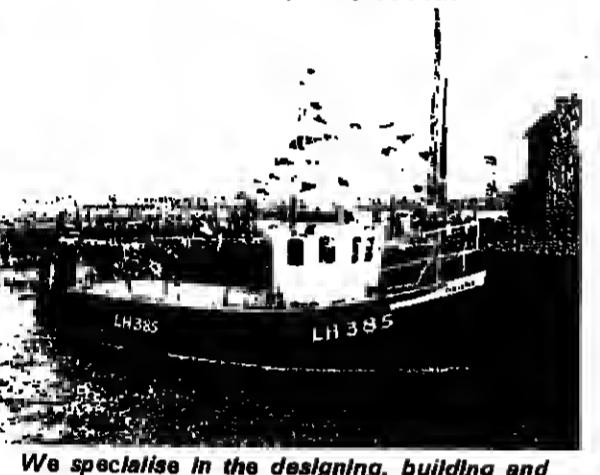
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FISHING NEWS

October 28, 1977

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FISHING NEWS

NEW HAULER
MAKES BIG
IMPACT ON
CRAB FLEET

A STURDY piece of hydraulic hauling equipment has become an instant success with crab fishermen in the south-west. Following its introduction last year, the Celtic Slave hauler is now installed on 27 boats.

First in the field with the hauler were Dartmouth fisherman Terry Ekers in the 40 ft. *Silver Spray* and Rob Clayton and Bill Hunter with the *Prevail*.

Terry Ekers told *Fishing News*, "It has saved me a crewman. We are now working 300 pots single handed. To use a captain again would be like going back 20 years in time."

A leading Devon shellfish firm, Browes Bros. of Paignton now has the hauler on all three boats in its fleet, *Crusader*, *Excel* and *KMB*. The Browes boats are working 400 pots a place starting at 1 a.m. and landing around 5 p.m. the following evening — and we haven't missed a day's fishing since having these haulers aboard," said Maurice Browes.

Another very interesting development has been the adaptation of the hauler for long lining by Skipper Tom Preston from Salcombe. He has a ½-ton model on his 26 ft. *Cygne* built GRP boat *Gore Lass*. The ½-ton version has proved particularly suitable for boats up to 32 ft. and 80hp.

The pump assembly for the hauler is adjustable for belt tensioning and incorporates a jack screw for easy

haulage.

At present there are two haulers — ½-ton and a 1-ton

model.

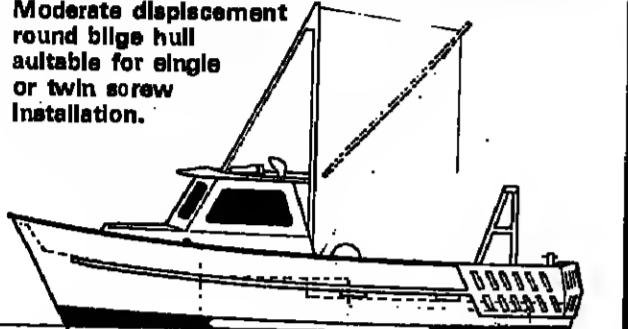
Another ½-ton

FREWARD MARINE

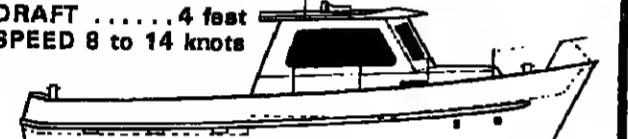
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October 28, 1977

SCOTTISH BACKING FOR:

Continental-style Cornish crabber

ONE OF THE biggest crabbers to be built for Cornwall is expected to start fishing this week. The 55ft. transom sterned *Celtic Mor* has been completed at the Devon yard of J. Hinks & Son for Skipper Pat Crockford of Penryn.

Built in 10 months at a cost of £82,000 (including gear), *Celtic Mor* marks the first venture into south-west shellfishing by a Scottish firm. Irvin of Aberdeen has taken a 25 per cent share in the vessel.

Designed for potting all-year-round, *Celtic Mor* will initially be landing at Falmouth where the agent for the boat is Kismet Fisheries.

Her crew of five plan to work 400 pots.

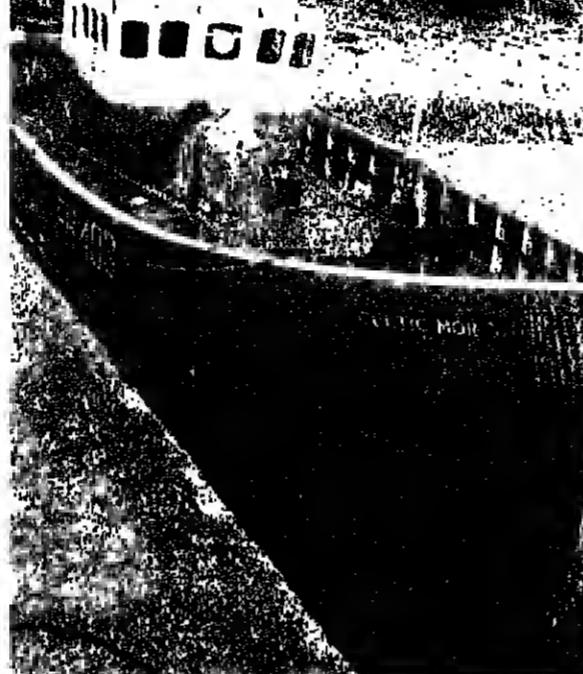
Iroko planking on oak frames has been used for the main construction. The wheelhouse is set aft, with spacious accommodation under.

The wheelhouse is fitted with: Decca Navigator, Decca radar type 110; Simrad EY echo sounder; Simrad RW watch receiver and 'Sailor' radio telephone type T128/R106.

The boat is built to full DoT safety requirements which include a bilge warning system and a fire alarm system — both supplied by Tec-Aid Electronics Ltd. A Halon gas fire extinguishing system supplied by Firestar Ltd. is also fitted.

For 19 years Pat Crockford worked on the deepsea trawlers *Wellard* and *Bradman* operated by Crampin's of Grimsby.

Below: Skipper Pat Crockford stands beside his *Celtic Mor* hydraulic pot hauler mounted French-style. Bottom: the boat visiting at Plymouth, loaded with pots, on her delivery trip to Falmouth.



Above: *Celtic Mor* soon after her launching at Appledore, Devon. Below: Skipper Pat Crockford stands beside his *Celtic Mor* hydraulic pot hauler mounted French-style. Bottom: the boat visiting at Plymouth, loaded with pots, on her delivery trip to Falmouth.



Inside the separate fish chamber at Plymouth Cold Store's Exeter plant. Mackerel and shellfish will be held there.



Left: The *Celtic Mor* at Falmouth, loaded with pots, on her delivery trip to Falmouth.



Right: The *Celtic Mor* at Falmouth, loaded with pots, on her delivery trip to Falmouth.



Bottom: The *Celtic Mor* at Falmouth, loaded with pots, on her delivery trip to Falmouth.



Bottom: The *Celtic Mor* at Falmouth, loaded with pots, on her delivery trip to Falmouth.



Bottom: The *Celtic Mor* at Falmouth, loaded with pots, on her delivery trip to Falmouth.



October 28, 1977

FISHING NEWS

FISH COLD STORE OPENS

A NEW £500,000 public cold store has opened at Exeter in readiness for a major expansion of the frozen food industry in the south-west.

The store, at Chancery Lane, Pinhoe, has a separate chamber for fish. Combined with another on the same site, plus an even larger one at Plymouth, there is now capacity for over 7,000 tonnes of produce. This makes Plymouth Cold Stores the largest cold store operator in the south-west.

Although much of the additional storage capacity will be absorbed by local meat and dairy industries, the separate chamber in the new store has been reserved primarily for fish — the first time that fish products have been handled on any scale at Exeter.

The upsurge of the local mackerel and shellfish industries has prompted the firm to cater for fish.

The company is already planning a further 7,000 cu. m. extension and additional blast freezing capacity at stage two of a development which will eventually bring capacity at Pinhoe to nearly 25,000 cu. m.

The new stores cover 71,000 sq. m. and has an internal height of 7.5m. External height is 11.5m. Designed and built to the latest requirements of Lloyd's Register of Shipping by Hensco (Construction) Ltd.

It comprises two chambers of 2,518 cu. m. and 10,140 cu. m. operating at -2 deg. C. Incorporated is blast-freezing with a capacity of 10 tonnes per day.

The store is approved for intra-EEC and export trade.

The cold store is insulated with 125mm polyurethane Hemsac Super Panels, specially designed for low temperature work and having an advanced design of jutting and corner covings which do not harbour dirt.

Star Refrigeration of Derby provided the refrigeration equipment using four packaged, low pressure receiver systems. Each set is independent and gives standby coverage in the event of stoppage.

Tubular steel pallet converters supplied by Gibbons Bros. Ltd. of Brierley Hill, West Midlands, enable four high stacking to be achieved.

Star Refrigeration of Derby provided the refrigeration equipment using four packaged, low pressure receiver systems. Each set is independent and gives standby coverage in the event of stoppage.

'AMA ANTIXINE' built in Spain for Spanish owners. ESLB engine having an output of 1000 bhp at 900 rpm.

'BOSTON STIRLING' built at Goole for Boston Deep Sea Fisheries. ESL18 twin engined developing 1440 bhp at 750 rpm.

'DANE' factory stern trawler built by Brooke Marine for B.U.T. KMR7 Major engine rated 3245 bhp at 525 rpm.

'VIGRI' built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 460 rpm.

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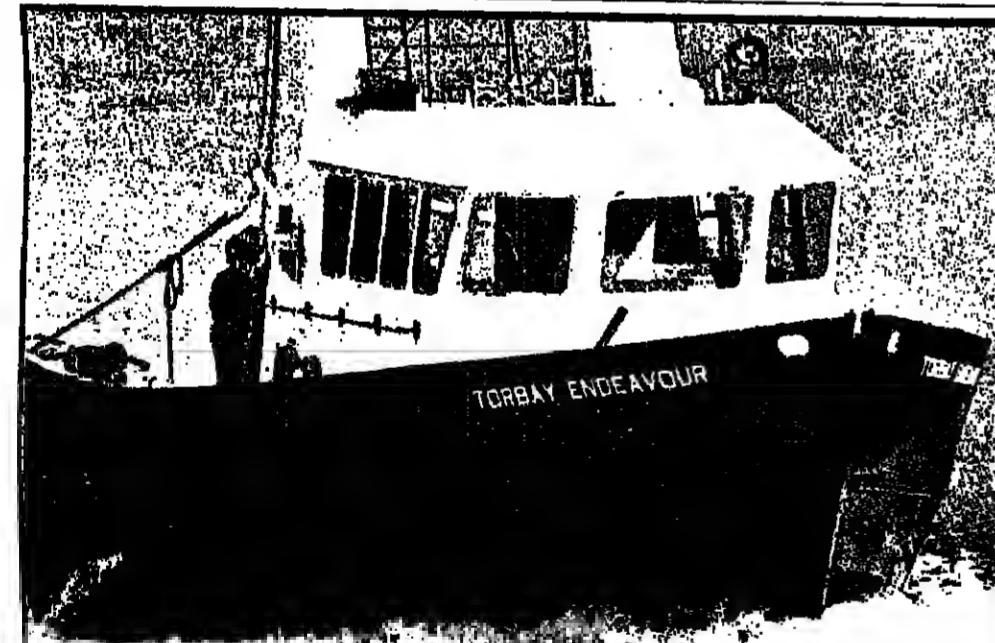
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'VIGRI' built in Poland for Icelandic owners. KMR6 Major engine developing



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Cygnus Marine will be building in this factory next month.



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Hunter II' for Scilly Isles skipper

ONE OF THE latest 26-footers from Cygnus Marine is *Hunter II* (left) for the Scilly Isles. Flitted out for single-handed potting, she is skipper-owned by Barry Bennett.

Hunter II has a GRP hull, offset forward wheelhouse, deck-boarded well deck and mizzen mast and sail. She will be using a Spencer-Carter capstan/line hauler with gimbals roller (see below) and her wheelhouse electronics include a Seavoice VHF radio telephone and Ferrograph G500 echo sounder.

The potter is powered by a 30 hp Petter three-cylinder diesel engine equipped with a 2:1 reduction gear. Her 20in x 15in. manganese bronze propeller is mounted on a 1in. stainless steel propeller shaft.

Skipper Bennett bought *Hunter II* with White Fish Authority grant and loan assistance and Cygnus Marine told *Fishing News* that the repeat price for the craft would be £16,500 ex. VAT.

Hulls will still be produced to the same standard and wooden decks will be retained, at least for the time being.

Cygnus is now offering standard boats at lower basic prices, but fishermen will have to pay disproportionately more for the boats built to individual specifications which will still be available.

The firm believes that next year fishermen will swing back towards finished boats from the present demand for hulls and part assemblies.

"At present fishermen are building their own boats in back gardens, fields, barns, bomb sites, etc., and not all are successful," said director Chris 'Fuh' Brook.

"It is only the scarcity of WFA grants/loans which has produced this situation — a situation which may well be regretted in a few years time."

The new GRP components will be of great value to people buying part-complete craft.

Prices of complete boats with engines are now as follows for non-White Fish Authority-assisted buyers:

GM21 from £5,950; GM26 from £14,500; GM32 from £18,350; GM36 from £25,000; and GM40 from £27,000. (All prices ex. VAT, ex. works.)

There would be an additional cost of around £1,700 to bring boats up to WFA specifications. The difference in cost for the non-WFA price is not due to a reduction in hull specification. Savings are made in greater simplification (e.g. PVC bilge lines instead of galvanised steel) and the absence of items such as water sprinkler systems for the engines.

The new laminating/fitting out factory is 1½ miles from the firm's current yard in Falmouth, Cornwall, and has a floor space of 20,000 sq. ft. It was originally built to produce 40 to 50ft. sailing yachts for John Seera International Ltd., which ceased trading two years ago.

The yard, called Britannia Yard, is a rectangular, three-bay unit with insulation in walls and roof. Four oil heaters will maintain ideal laminating conditions and vessels up to 50/70ft. could be fitted out under cover.

The firm's present yard is now cramped and the new premises will allow for the controlled expansion anticipated in years to come.

Another reason for the move is the GM40 project, which needed extra space to build the first hull by October 1977. The first hull has now been completed.

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Venture II' goes down

THE BRIXHAM trawler, *Venture II*, was in a collision with a 30ft. fishing boat off Rame Head, near Plymouth, last week.

The boat, the Cardiff-registered *Venture II* also based at Plymouth, was taking out a party of anglers. She sank within minutes. Two survivors were taken on board *Pescos II*.

Three others, including a man with head injuries, were put on another fishing boat and then transferred to *Plymouth lifeboat*, to be brought ashore for treatment.

The boat is powered by a 30 hp Petter three-cylinder diesel engine equipped with a 2:1 reduction gear. Her 20in x 15in. manganese bronze propeller is mounted on a 1in. stainless steel propeller shaft.

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For well over a century COSALT have been serving the world's fishing industry. This service has now been tailored to serve the local needs of Plymouth.

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COSALT

BRANCHES THROUGHOUT
THE UNITED KINGDOM

Grimsby firm gears up South west

A NEW range of fishing gear and equipment is now within easy reach of Devon fishermen.

By moving into booming Plymouth with the takeover of Plymouth Ropes in August, Cosalt Ltd. has plugged an important gap in its operations. Previously there had been no branch between Lowestoft and Newlyn in Cornwall.

Under new manager Alan Nutt, the branch is already getting heavily involved in the supply of trawling and shellfish gear covering an area from the Tamar to Portsmouth.

Bridles

A specially designed range of mackerel trawls for the Westcountry has recently been introduced, single or pair fishing for boats from 180 - 1000 hp.

The branch also provides the only service in the area for making up bridles and warps.

On the demersal fishing scene, the Cosalt range of high-lift Concord trawls are making a big impact on Westcountry fishermen, especially in Plymouth. These trawls are claimed to be giving a considerable reduction in fuel costs.

While high-lift trawls are usually designed for operation on smooth ground, good results have been obtained on fairly rough grounds with rubber groundrope or bobbin gear.

Tank trials

There are four trawls in the Concord range for boats starting with a minimum of 70 hp, 90 hp, 200 hp and 300 hp. On recent Whita Fish Authority flume tank trials, a headline height of 4.8 metres was recorded with a Concord 75 trawl suitable for boats with a minimum 90 hp on tap.

In the high-lift trawl range, Gourrock wing trawls have

Never on a Sunday

THE OWNER of a waatoountry fish factory is protesting about a planning ban which means that his workers cannot process crabs on Sunday or after 8pm the rest of the week.

Ray Patiphar has been running his business at Polaan, Cornwall, for six years, but the trouble was that he did not apply for change of use to the council.

Two years ago he realised his mistake and was told by Caradon District Council that his application was approved in principle, but there would be provisos.

It is the Sunday stipulation which is annoying Mr. Patiphar. "A large proportion of the crab catch is made by fishermen who are Plymouth Brethren and their religious beliefs do not allow them to work on Sunday," he said.

"Because of this, they deliver their catches to the factory on Saturday evenings and we must process it on Sunday. Often it is necessary for us to work on Sunday at least."

Long-service is a feature at Newlyn, for his assistant manager Warwick James has been at Newlyn for 45 years. Mr. Corlin stresses the building up of a relationship with fishermen and the local people over the decades, and today with the arrival of the Scottish, north and east coast boats, there is fresh work from the mid-water trawlers and purse seiners.

If the oil boom comes to the south-west's whole new area could open up.

Nets and ropes, flares, boots and protective clothing . . . the stock of a ship chandler seems endless.

Liferafts

They also cope with the demands of the local quayries, and local tin mines of South Crofty and Geevor, with picks, tools, rope and gear.

Cosalt service the R.F.D. and Beaufort liferafts at Newlyn, Brixham, Looe and Mevagissey.

Thousands of "Cornish style" fisherman's smocks, 100 per cent sailcloth, made by local people and turned out in 11 different shades, are exported to New York and California.

The herring and pilchard nets are no longer "berked" at the side of the store, but a new enterprise is the manufacture of Venetian aluminium blinds on the premises.

Future

"At the moment it has been a good year," says Mr. Corlin. "There is no doubt about that."

At the moment the mackerel boom—with its export demand throughout the Continent—holds sway, but the near future will bring a car and lorry park for the fishing industry just across the road from Cosalt.

It will bring a much-needed facility to the fishermen—and bring them right to the front door.

Prepared

Harbour commissioners chairman Charles Le Grecie explained to the meeting that the Act of Parliament had been prepared and the financial and legal aspects were settled.

"The only thing delaying the scheme was one person's objection," he said.

The obstructor, although represented, was not present.

The new jetty, explained

Edwin Gifford of a Southampton firm of consulting engineers, is 750ft.

"It would run into the harbour parallel to the quay, from the ice-works side of the present fish market."

"It is relatively small in relation to the whole size of the harbour, and will be surrounded by boats. People will be able to land right up to the quay, and it will be the same height as the present quay."

"From a fishing point of view the fishermen will be able to land right up to the

market (stage 2) at any



The present harbour at Newlyn

SECRET BALLOT

Only one vote against £1m dock

OVERWHELMING support came from the boat owners of Newlyn today this month for a £1 million harbour development scheme.

The scheme was explained by about 100 men by the Newlyn pier and harbour commissioners and their experts.

Then, in a secret ballot, the Commissioners' declarations were received when boatmen voted 81-1 to back it.

The project, regarded by many as of great importance to the fishing industry of the south-west, involves the building of a jetty in the harbour and reclaiming land in its first stage.

The plan also includes the infilling of Keel Alley which will provide a dry boat store at a slightly lower level from the road.

The reclaimed land opposite the Cornish Cannery and Cosalt buildings will provide car and vehicle parking exclusively for the industry.

The alternative, put to the meeting, was for the land to be reclaimed between the present fish market and the North pier . . . or for both to be rejected.

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VESSELS FOR SALE



STEEL fishing trawler, 32ft x 12ft. x 4ft. 6in. aft wheelhouse and cockpit, built 1971. Ford 80 engine, 140hp, reduction 2.1:1. New British trawl winch. Webasto P/T, Kelvin Hughes depth finder, trawl nets etc. New Seavoyeur radar on hico. £15,000. Telephone: Bournemouth 76385.

117 seat wooden passenger vessel, class six, twin screw. £10,000. Box No. 735.

SOL. a 20ft. x 6ft. ex Dutch steel MFV, built 1960, Kromhout type 975 140hp engine, just overhauled, boat converted to large saloon, suitable for sport diving work. Sol R/T 144. VHF radio accommodation, galley area including fridge, cooker, valiant water heater, w/c etc., large winch. Price £17,600. Further details telephone: Ullespool (0854) 2408

24ft. steel trawler, under 25 tons, Camperill D334 230hp main motor, December 1976 with 140hp propeller, electrics and 2in. Deppi pump all new 1976. Losse power block and Master three on winch overhauled May 1977. Simrad sounder, radio, VHF, VHF VHF in excellent condition prevent fishing from Ayr where it can be inspected at arrangement. Telephone: Ayr 69180 or Dunure 629.

OIL. CAROL, built 1971, 36ft. x 12ft. 6in. x 4ft. 7in. Self Change gearbox, Simrad sounder, self short-wave and VHF radio, Koden radar, forward three berth quarters, aft wheelhouse, large fishroom, built for trawling and present use for potting and mackerel fishing. Curved deck mackerel trippers, also one ton self hauler winch. Telephone: Newquay 4191.

23ft. fishing boat, recent refit, £1,500. SAE Gibbons, 14 Harvey Townes, Heyla, Cornwall.

FOR SALE BY PRIVATE BARGAIN

MV CHALLENGER PD 104

Built by Richard Sunson & Sons, Hull. Built 1970.

Length: Reg. 73.58ft. 77.78ft. o/a - Breadth: 22.1ft - Tonnage: 88.30 Gross & Net Rigged by Seine-net Refining. Quantity of ropes and nets to be sold with vessel.

Equipment owned: Dacca 314 radar, Dacca 350 Auto-pilot, Electronics, etc.

Else fish lures, Kelvin Hughes 2162 receiver.

Equipment hired: Dacca mark 12 navigator, Deco pletar, Websons RT dipper 100.

Fitted with Camperill 0363 425hp engine 4.5 to 1 reduction.

The vessel is presently fishing out of Peterhead. For arrangements to view, Telephone Peterhead 2830.

Offers, if writing, should be despatched by 28.11.77 with the FMA (Gibbons) Ltd, 19 Commercial Street, Bideford - Telephone 32783.

"SASHA MARY" (UL.244)

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Tonnage 10.30 GM 14.8hp. Borg Werner Volvo Drive 2:1, gimb. 12 knots. Two 180 gallon steel tanks. Forward wheelhouse, toilet, galley, fo'c'sle with two large bunks, huge working deck, ideal two man potter, superb hydraulic system with dual master control. Two separate haulers, Simrad sounder, mounted for proven casts etc.

20ft. x 11ft. 6in. x 5ft. 6in. Stern trawler, built 1976. Kelvin Hughes R/T 144. VHF radio accommodation, galley area including fridge, cooker, valiant water heater, w/c etc., large winch. Price £17,600. Further details telephone: Ipswich 5323.

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